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The full service transportation law firm

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**SURFACE
TRANSPORTATION BOARD**

May 31, 2012

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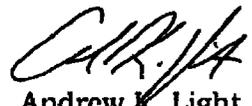
Attn.: Ms. Cynthia Brown
Chief of Section of Administration
395 E Street, S.W.
Washington, DC 20423

Re: Acquisition of Assets of Motor Passenger Carrier
Docket No. MCF-21046

Dear Ms. Brown:

Attached hereto are the original and ten copies of an Application Under 49 U.S.C. §14303(a) for Approval of the Acquisition of Assets by Professional Transportation, Inc. of CUSA ES, LLC and CUSA CSS, LLC. Please note that the parties signed separate signature pages in order to avoid a delay in having to mail originals back and forth to one another prior to filing. The Firm was advised on a previous Surface Transportation Board application that this procedure is allowed. Also attached is a check for the filing fee in the amount of \$2,000.00. Assuming that the Application is complete, it is our understanding that notice of the filing will be published within 30 days.

We appreciate your attention to this matter. If you have any questions regarding this matter, please feel free to contact me.

Very truly yours,

Andrew K. Light

AKL/smm
Enclosures

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232379

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**IN THE MATTER OF
PROFESSIONAL TRANSPORTATION, INC.**

—ASSET ACQUISITION—

CUSA ES, LLC AND CUSA CSS, LLC

STB DOCKET NO. MC-F-21046

**ENTERED
Office of Proceedings**

MAY 31 2012

**Part of
Public Record**

FILED

MAY 31 2012

**SURFACE
TRANSPORTATION BOARD**

**APPLICATION UNDER 49 U.S.C. §14303(a)
FOR APPROVAL OF THE ACQUISITION OF ASSETS
BY PROFESSIONAL TRANSPORTATION, INC.
OF CUSA ES, LLC AND CUSA CSS, LLC**

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**SURFACE
TRANSPORTATION BOARD**

COME NOW the parties named herein and respectfully submit their Application under 49 U.S.C. §14303 and Surface Transportation Board (“STB”) Regulations at 49 CFR Part 1182 for approval of the transaction (the “Contemplated Transaction”) more fully described herein. The result of that Contemplated Transaction will be the acquisition of substantially all of the operating assets of two affiliated interstate passenger motor carriers, CUSA ES, LLC (“CUSA ES”) and CUSA CSS, LLC (“CUSA CSS” and together with CUSA ES, the “Sellers”), by another interstate passenger motor carrier, Professional Transportation, Inc. (“PTI”).

I. The Parties, Pertinent Operating Authorities, and USDOT Safety Fitness Ratings

A. Purchaser – PTI

PTI is an Indiana corporation with its principal place of business located at 3420 Morgan Avenue, Evansville, Indiana 47715. PTI is owned by Connie S. Romain (10% ownership) and

the Connie S. Romain Grantor Retained Annuity Trust (90% ownership). The owners of PTI do not have a direct or indirect ownership interest in any other interstate passenger motor carrier. PTI operates primarily as a provider of regulated passenger transportation services transporting rail crews for its railroad related customers. PTI maintains a fleet of approximately 1,350 passenger-carrying vehicles having a seating capacity of fifteen (15) or less passengers and has approximately 3,400 drivers. On behalf of its customers, PTI equipment and drivers operate in numerous states on both an interstate and intrastate basis. The for-hire transportation of railroad crews by PTI is performed by the use of passenger vans.

For purposes of its passenger carrier services, PTI holds common carrier operating authority subject to the jurisdiction of the Federal Motor Carrier Safety Administration (“FMCSA”) in Docket No. MC-217444. The USDOT number assigned to PTI is 807948 and PTI has not been assigned a safety rating by the FMCSA.

PTI holds several intrastate authorities relating to the transportation of passengers, several of which relate to rail crew transportation. The states in which PTI holds intrastate authority for which Sellers collectively also hold authority are Indiana and Pennsylvania. The Indiana and Pennsylvania PTI permit information is set forth on Appendix A.

Total revenue of PTI with respect to operations for the twelve month period ended December 31, 2011, was approximately \$121,363,292.

B. Sellers – CUSA ES and CUSA CSS

1. Sellers’ Ownership and Affiliates. The Sellers are wholly-owned subsidiaries of CUSA, LLC (“CUSA”), a Delaware limited liability company. CUSA also owns and controls other motor carrier affiliates (the “Other Affiliates”) as identified on Appendix B attached hereto, although CUSA is in the process of divesting itself of

various affiliates subject to the STB's approval of a pending application under STB docket number MC-F-21045. CUSA is a wholly-owned subsidiary of KBUS Holdings, LLC ("KBUS"), a Delaware limited liability company. KBUS is a wholly-owned subsidiary of Coach America Group, Inc. ("Coach America Group"), a Delaware corporation. Coach America Group is a wholly-owned subsidiary of Coach America Holdings, Inc. ("Coach America Holdings"), a Delaware corporation. Coach America Holdings is the wholly-owned subsidiary of Coach AM Holdings Corp. ("Coach AM Holdings"), a Delaware corporation. Coach AM Holdings is the wholly-owned subsidiary of Coach AM Group Holdings Corp. ("Coach AM Group"), a Delaware corporation. The relationships of the Sellers and their affiliates, including the Other Affiliates, are exhibited on Appendix C.

2. Bankruptcy Cases. On January 3, 2012, Coach AM Group, Coach AM Holdings, Coach America Holdings, Coach America Group, CUSA, the Sellers, and the Other Affiliates (each, a "Debtor," and collectively, the "Debtors") filed voluntary chapter 11 petitions under title 11 of the United States Code (the "Bankruptcy Code") in the United States Bankruptcy Court for the District of Delaware (the "Bankruptcy Court"). Each of the Debtors is currently in possession of its property and managing its assets as a debtor-in-possession under the Bankruptcy Code. The bankruptcy cases of each of the Debtors are jointly administered under Case No. 12-10010 (KG) (collectively, the "Bankruptcy Case").

3. CUSA ES. CUSA ES is a Delaware limited liability company with its principal place of business at 3750 E. Rosser Avenue, Bismarck, North Dakota 58501. CUSA ES operates primarily as a provider of regulated passenger transportation services

transporting rail crews. CUSA ES also provides limited transit, paratransit and taxi services. With respect to its regulated interstate service, CUSA ES maintains a fleet of approximately 715 passenger-carrying vehicles having a seating capacity of fifteen (15) or less passengers. As the major part of its employment force, CUSA ES has approximately 890 drivers. For purposes of its passenger carrier services, CUSA ES holds common carrier operating authority subject to the jurisdiction of the FMCSA under Docket No. MC-463168. The USDOT number assigned to CUSA ES is 1167664 and CUSA ES currently has a "Satisfactory" USDOT Safety Rating.

CUSA ES also holds various intrastate authorities, including authorities issued by the states of Indiana, Nebraska, and Pennsylvania. CUSA ES also holds taxi licenses issued by the City of Bismarck, North Dakota, and the City of Minot, North Dakota. The interstate and intrastate authorities held by CUSA ES are indicated on Appendix D attached hereto.

Total revenue of CUSA ES with respect to operations for the twelve month period ended December 31, 2011, was approximately \$53,100,000. As mentioned above, CUSA ES filed a voluntary petition under chapter 11 of the Bankruptcy Code on January 3, 2012.

4. CUSA CSS. CUSA CSS is a Delaware limited liability company with its principal place of business at 220 E. Lewis, Pocatello, Idaho 83201. CUSA CSS operates primarily as a provider of regulated passenger transportation services transporting rail crews. With respect to its regulated interstate service, CUSA CSS maintains a fleet of approximately 329 passenger-carrying vehicles having a seating capacity of fifteen (15) or less passengers. As the major part of its employment force, CUSA CSS has

approximately 510 drivers. For purposes of its passenger carrier services, CUSA CSS holds common and contract carrier operating authorities subject to the jurisdiction of the FMCSA under Docket No. MC-522544. The USDOT number assigned to CUSA CSS is 1364895 and CUSA CSS currently has a “Satisfactory” USDOT Safety Rating.

CUSA CSS also holds various intrastate authorities, including authorities issued by the states of Colorado, Kansas, and Washington. The interstate and intrastate authorities held by CUSA ES are indicated on Appendix D attached hereto.

Total revenue of CUSA CSS with respect to operations for the twelve month period ended December 31, 2011, was approximately \$24,100,000. As mentioned above, CUSA CSS filed a voluntary petition under chapter 11 of the Bankruptcy Code on January 3, 2012. Combined, the Sellers generated approximately \$77,200,000 in revenue for the twelve month period ended December 31, 2011. The combined total revenue of the Sellers and the Other Affiliates for the twelve month period ended December 31, 2011, was approximately \$464,783,000.

II. Description of the Proposed Transaction

The event triggering STB jurisdiction is the acquisition of the various assets of the Sellers by PTI, the effect of which will be to place the passenger motor carriers under PTI’s control. The acquired assets include the vast majority of the Sellers’ equipment¹, various customer contracts, certain leased real property, various equipment leases, and good will. The Contemplated Transaction is to take place pursuant to the terms of the Order Pursuant to 11 U.S.C. §§ 105(a), 363 and 365 and Fed. R. Bankr. P. 2002, 6004, 6006, and 9014 Authorizing and Approving (I) Sale of Substantially All of the Assets of Debtors CUSA ES, LLC and CUSA

¹ Ultimately, the equipment may actually be titled in the name of United Leasing, Inc., a non-carrier equipment leasing company affiliate of PTI, and then leased to PTI and operated under PTI’s operating authorities.

CSS, LLC Free and Clear of Liens, Claims, and Encumbrances and (II) Assumption and Assignment of Certain Executory Contracts and Unexpired Leases, entered by the Bankruptcy Court on May 25, 2012, in the Bankruptcy Case (Doc. No. 761).

The Sellers' acquired assets will be utilized by PTI to continue much of the rail crew business performed by the Sellers. In this regard, the Sellers' transportation services have focused on rail crew transportation whereas its affiliated authorized motor carriers have provided more traditional passenger carrier services, *e.g.* charter bus service. Upon approval of this Application and the closing of the Contemplated Transaction, the Sellers will wind-down their respective business affairs and it is anticipated that they will ultimately cease all operations.

In absorbing the Sellers' rail crew transportation operations, PTI will not need use of Sellers' respective interstate authorities since PTI already possesses the requisite interstate authorities. However, PTI will need to utilize the Sellers' intrastate authorities and permits that PTI is acquiring as part of the Contemplated Transaction for which the parties are seeking approval from the STB. We note that 49 U.S.C. §14303(f) states "a carrier or a corporation participating in or resulting from a transaction approved by the STB under this Section...may carry out the transaction, own and operate property, and exercise control or franchises acquired through the transaction without the approval of a State authority." Thus, the STB's granting of this Application will avoid the need for state or local approval, although certain ministerial tasks may be required with respect to the intrastate authorities.

The Contemplated Transaction is subject to STB approval pursuant to at least 49 U.S.C. §14303(a)(2) and (3) because it involves the acquisition of assets used in the provision of passenger motor carrier service, and the continued use of those assets, by a passenger motor carrier *See M L O'Boyle & Son, Inc.-Purchase-Kline*, 45 M.C.C. 234, 237 (1946) (ICC had

jurisdiction over acquisition where transaction would result in elimination of service by a motor carrier), *Refiners Transport & Terminal Corp.-Purchase-Petroleum Transport, Inc.*, 39 M.C.C. 662, 663 n. 1 (1944) (ICC had jurisdiction over asset acquisitions where carrier whose assets were being acquired by another carrier ceased operations).

III. Federally Regulated Carrier Affiliates

Neither PTI nor its shareholders have any direct or indirect affiliation with any other federally regulated passenger motor carrier. As indicated in Section I.B.1. above, the Sellers are affiliated with the several interstate passenger motor carriers listed in Appendix B, none of which affiliated motor carriers is involved in this Application.

IV. Jurisdictional Statement – Revenues

The STB has jurisdiction over this matter under 49 U.S.C. §14303(g), because the annual aggregate gross operating revenues of the Sellers and PTI exceed \$2 million.

V. Environmental Impact

Approval of this Application will not constitute a Federal action having a significant effect on the quality of the human environment and the conservation of energy resources.

VI. Public Interest Considerations

A. Adequacy of Transportation Services

The STB is required to approve the Contemplated Transaction if it finds that the transaction is consistent with the public interest. 49 U.S.C. §14303(b). In making its public interest determination, the STB is obligated to consider (1) the effect of the proposed acquisition of control on the adequacy of transportation to the public, (2) the impact on total fixed charges and (3) the interests of carrier employees. Judged by each of these factors, granting this Application would be consistent with the public interest. The Contemplated Transaction will not

have a material, detrimental impact on the adequacy of transportation services available for the public. Indeed, the parties anticipate that services to the public will be improved.

The type of service that the parties provide is specialized, requiring time sensitive pick-up and delivery schedules and a certain type of vehicle to efficiently provide the service. PTI, a well-financed motor carrier, intends that its purchase of the assets from the Sellers, both of which are in bankruptcy, will result in those customers whose contracts are assumed by PTI in the Bankruptcy Case continuing to receive the specialized passenger transportation service. PTI, due to its experience in the rail crew transportation business, already has systems and procedures in place to ensure a smooth transition of Sellers' business to PTI and maintain Sellers' current service levels. Indeed, PTI is confident that it has the potential to improve upon existing service levels due to PTI's financial wherewithal enabling it to expand services, invest in additional equipment as needed, and gain economies of scale based upon its sizeable operations.

Even with rail crew passenger transportation being a specialized service, there is still substantial competition notwithstanding Sellers' contemplated cessation of services. Just a few of the parties' current competitors include Renzenberger, Inc., RailCrew Xpress, and numerous taxi, limousine and personal transportation service companies. Accordingly, businesses needing the type of transportation that Sellers' and PTI provide will continue to have transportation options following the sought after approval of this Application. The current competitors, low entry barriers into the market, and the ability for railroads to implement private carriage operations eliminate the potential for monopolistic pricing being a consequence of the Contemplated Transaction.

In very recent years, on the rare occasions in which the STB has been called upon to assess the "public interest" and "competition" issues inherent in the practice of the acquisition of

ownership or operations of numerous carriers, it has consistently approved applications of this sort, finding that acquisitions that contemplate the single control or consolidation of numerous passenger carriers and their operations can result in better overall service for the public without any lessening of the benefits of healthy competition. Its decisions include *Stagecoach Group PLC and Coach USA, Inc., et al., - Acquisition of Control – New Today Bus Corp., et al.*, STB Docket No. MC-F-21030 (served January 30, 2009), *Stagecoach Group PLC and Coach USA, Inc., et al., - Acquisition of Control – Eastern Travel and Tour, Inc.*, STB Docket No. MC-21029 (served September 18, 2008); *Delivery Acquisition, Inc. – Purchase – Transportation Management Systems, LLC and East West Resort Transportation, LLC*, STB Docket No. MC-F-21028, (served July 18, 2008); and *Stagecoach Group PLC and Coach USA, Inc., et al., - Control Megabus Northeast LLC*, STB Docket No. MC-F-21027 (served April 11, 2008).

Lastly, STB approval of this Application will allow the acquisition of control of Sellers' assets to be accomplished without the approval of state regulatory authorities, thus relieving the parties from potentially burdensome regulatory requirements. See 49 U.S.C. §14303(f) (providing that parties to approved transactions may effectuate such transactions and exercise control without the approval of any state authorities and exempts the parties to the transaction from the application of federal, state, and municipal law as necessary to allow them to carry out the transaction). As set forth on Appendix D, Sellers possess various intrastate permits, several of which permits should assist PTI in efficiently transitioning the business of Sellers to PTI.

In sum, approval of this Application by the STB will result in the Sellers' respective operations, which are currently in bankruptcy, being essentially transferred to a viable and safe motor carrier that has expertise in providing the type of service currently provided by Seller. It is difficult to fathom how such a transfer of operations will not be in the public's interest.

B. Fixed Charges

There are no fixed charges associated with the proposed acquisition of control.

C. Employee Interests

In accordance with federal law, specifically the Worker Adjustment and Retraining Notification Act of 1988, 29 U.S.C. §2101, *et seq.*, the Sellers have provided notice to their applicable employees of the contemplated termination of their employment by the Sellers as a result of the Contemplated Transaction. Through communications delivered to those employees by the Sellers, PTI has requested that those employees who wish to work for PTI promptly provide to PTI an application for employment. The current intention of PTI is to basically continue Sellers' existing operations with respect to the contract(s) of the Sellers which it assumes in the Bankruptcy Case or subsequently enters into with customers of the Sellers. PTI does not anticipate a significant reduction in force or changes in compensation levels and/or benefits subject to assumption by PTI of existing customer contract(s) or entry into new agreements with the customers of the Sellers. Staffing redundancies could potentially result in limited downsizing of back-office and/or managerial level personnel.

VII. Insurance Certification

Each of the motor carriers involved in this Application now satisfies and after STB approval PTI will continue to satisfy FMCSA requirements relating to adequate security for the public. 49 U.S.C. §13906.

VIII. Mexico Certification

The parties certify that none of the companies named in this Application is domiciled in Mexico, nor are they owned or controlled by persons of that country.

IX. Conclusion

As provided by 49 CFR §1182 and for the reasons set forth herein, the STB is respectfully requested to approve this Application and authorize the Contemplated Transaction and acquisition as described herein.

X. Verification

Each person signing this Application verifies under penalty of perjury, under the laws of the United States of America, that all information supplied by such person on behalf of the company which he represents in connection with this Application is true. Further, each person signing this Application is qualified and authorized to file this Application.

Each person signing further certifies under penalty of perjury under the laws of the United States, that he knows that willful misrepresentations or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. §1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, these misstatements are punishable as perjury under 18 U.S.C. §1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.

SIGNATURE PAGES TO FOLLOW

PURCHASER

Professional Transportation, Inc.

By: David A. Lawrence

I Robert S. Tevault, Vice President, verify under penalty of perjury, under the laws of the United States of America, that all information supplied in connection with this application is true and correct. Further, I certify that I am qualified and authorized to file this application or pleading. I know that willful misstatements or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, these misstatements are punishable as perjury under 18 U.S.C. 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.



Robert S. Tevault, Vice President

Professional Transportation, Inc.

SELLER

CUSA ES, LLC

By:  _____
VP

SELLER

CUSA CSS, LLC

By: _____

VP

XI. Applicants' Legal Counsel

Professional Transportation, Inc.
Larry C. Tomlin
Krieg DeVault LLP
One Indiana Square
Suite 2800
Indianapolis, IN 46204

Respectfully,

A handwritten signature in cursive script that reads "Larry C. Tomlin". The signature is written in black ink and is positioned above a horizontal line.

Counsel for Professional Transportation,
Inc.

CUSA ES, LLC and
CUSA CSS, LLC
Andrew K. Light
Scopelitis, Garvin, Light, Hanson & Feary, P.C.
10 W. Market Street, Suite 1500
Indianapolis, IN 46204

Respectfully,



Counsel for CUSA ES, LLC and
CUSA CSS, LLC

Certificate of Service

I hereby certify that as required by 49 C.F.R. § 1182.3, I have served a copy of the foregoing Application by mailing a copy thereof, via First Class Mail, postage prepaid on the U.S. Department of Transportation, Chief Licensing and Insurance Division, 1200 New Jersey Avenue, S.E., Washington, DC 20590; and the state regulatory agency for the states in which intrastate operations are affected.



Andrew K. Light

May 31, 2012

Date

APPENDIX A

<u>Entity</u>	<u>State/Agency</u>	<u>Authority or Permit</u>
Professional Transportation, Inc.	Pennsylvania Public Utility Commission	Intrastate Contract Carrier Permit, Docket No. A- 00113003
	Indiana Department of Revenue	Intrastate Passenger Authority Permit No. 28838-A, 1 (transportation of railroad crews)

APPENDIX B

Federal Motor Carrier Safety Administration ("FMCSA")
United States Department of Transportation ("USDOT")

<u>Affiliate Entity</u>	<u>Agency/Department</u>	<u>Number</u>
America Charters, Ltd. d/b/a Coach America	FMCSA	MC-153814 – common carrier passenger
	USDOT	191032
American Coach Lines of Atlanta, Inc.	FMCSA	MC-141589 – common carrier passenger
	USDOT	162219
American Coach Lines of Jacksonville, Inc.	FMCSA	MC-224982 – common carrier passenger
	USDOT	201605
American Coach Lines of Miami, Inc.	FMCSA	MC-476678 – common carrier passenger
	USDOT	1203231
American Coach Lines of Orlando, Inc.	FMCSA	MC-255382 – contract carrier passenger
	USDOT	468999
CUSA, LLC	FMCSA	MC-471723 – common carrier passenger
	USDOT	1183818
CUSA ASL, LLC d/b/a Coach America Phoenix; d/b/a Arrow Stage Lines	FMCSA	MC-465199 – common & contract carrier passenger
	USDOT	1167618
CUSA AT, LLC d/b/a Americoach Tours	FMCSA	MC-463166 – common & contract carrier passenger
	USDOT	1167631
CUSA AWC, LLC d/b/a All West Coachlines	FMCSA	MC-465200 – common & contract carrier passenger
	USDOT	1167523

CUSA BCCAE, LLC d/b/a Blackhawk-Central City Ace Express	FMCSA USDOT	MC-463169 – common & contract carrier passenger 1167642
CUSA CC, LLC d/b/a Coach USA Los Angeles	FMCSA USDOT	MC-465198 – common & contract carrier passenger 1167647
CUSA EE, LLC d/b/a El Expreso	FMCSA USDOT	MC-463171 – common & contract carrier passenger 1167656
CUSA ELKO, LLC d/b/a K-T Contract Services ELKO	FMCSA USDOT	MC-467153 – common & contract carrier passenger
CUSA FL, LLC d/b/a Franciscan Lines	FMCSA USDOT	MC-465197 – common & contract carrier passenger 1167666
CUSA GCBS, LLC d/b/a Coach America San Diego	FMCSA USDOT	MC-463173 – common & contract carrier passenger 1167671
CUSA GCT, LLC d/b/a Gulf Coast Transportation	FMCSA USDOT	MC-465196 – common & contract carrier passenger 1167675
CUSA KBC, LLC d/b/a Kerrville Bus Company	FMCSA USDOT	MC-463270 – common & contract carrier passenger 1167678
CUSA K-TCS, LLC d/b/a K-T Contract Services	FMCSA USDOT	MC-463271 – common & contract carrier passenger 1167677

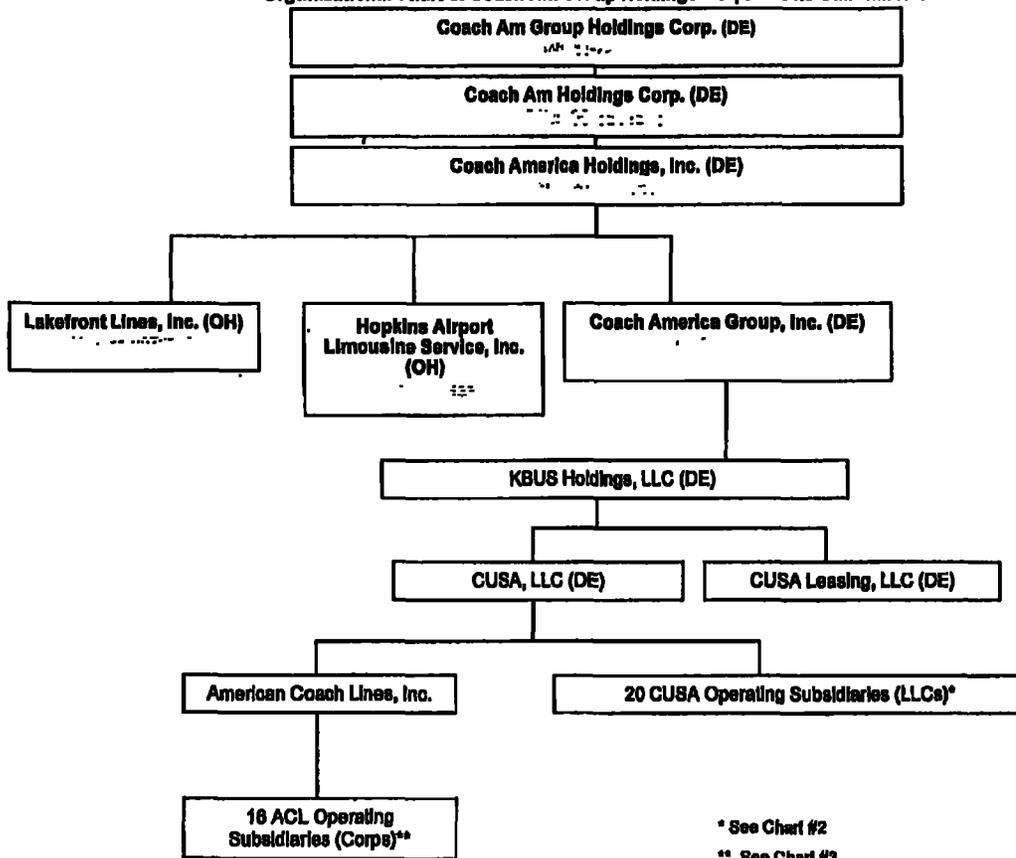
CUSA PCSTC, LLC d/b/a Pacific-Coast Sightseeing Tours & Charters	FMCSA	MC-463273 – common & contract carrier passenger
	USDOT	1167672
CUSA PRTS, LLC d/b/a Powder River Transportation Services	FMCSA	MC-463274 – common & contract carrier passenger
	USDOT	1167669
CUSA RAZ, LLC d/b/a RAZ Transportation Company	FMCSA	MC-499453 – common & contract carrier passenger
	USDOT	1285207
Dillon's Bus Service, Inc.	FMCSA	MC-36788 – common carrier passenger
	USDOT	187443
Florida Cruise Connection, Inc. d/b/a Cruise Connection	FMCSA	MC-267620 – common & contract carrier passenger
	USDOT	536011
Lakefront Lines, Inc.	FMCSA	MC-121599 – common carrier passenger
	USDOT	120685
Midnight Sun Tours, Inc.	FMCSA	MC-213275 – common carrier passenger
	USDOT	885412
Southern Coach Company	FMCSA	MC-58177 - common carrier passenger
	USDOT	90877

APPENDIX C

[Attached]

APPENDIX C

Organizational Chart of Coach Am Group Holdings Corp. and Its Subsidiaries



* See Chart #2

** See Chart #3

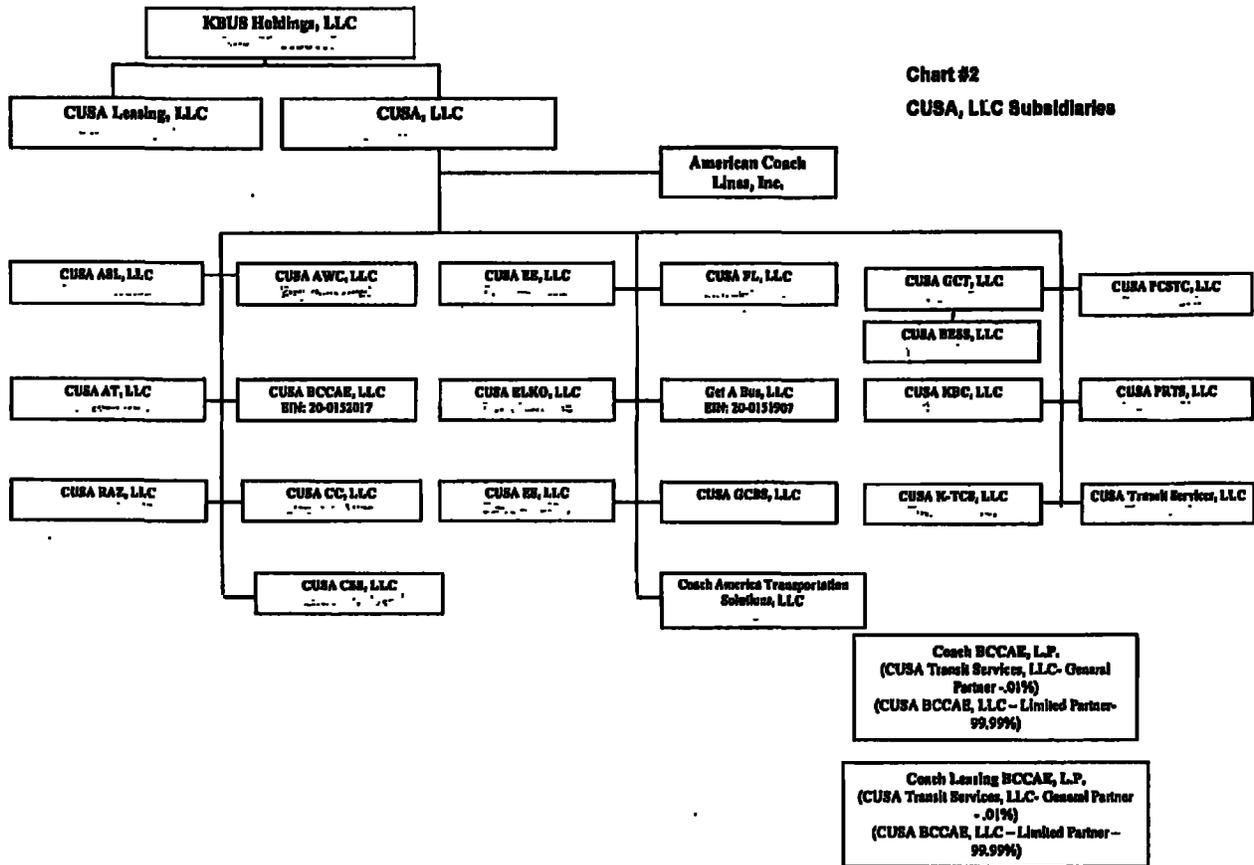
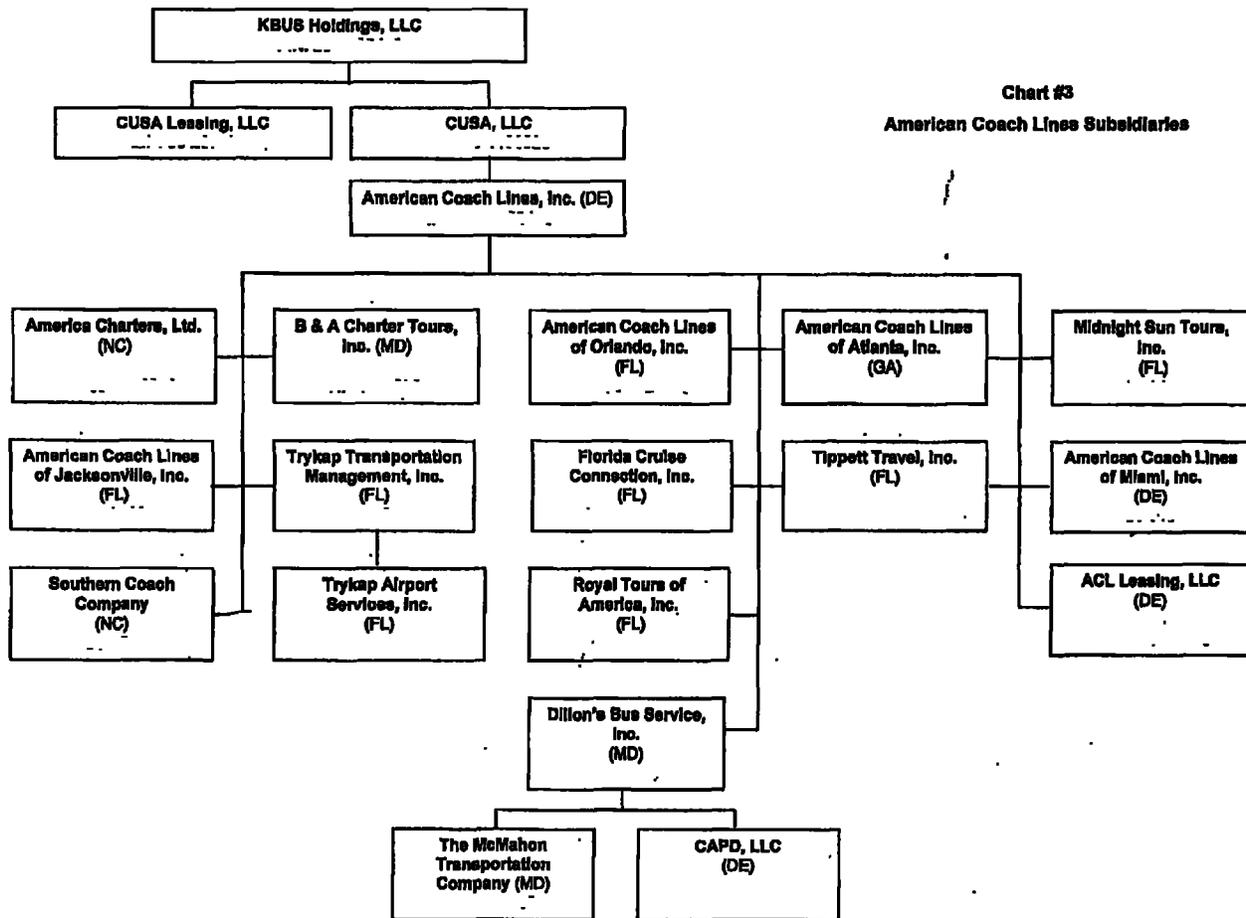


Chart #2
CUSA, LLC Subsidiaries



APPENDIX D

Federal Motor Carrier Safety Administration ("FMCSA")

<u>Entity</u>	<u>Agency/State</u>	<u>Authority or Permit</u>
CUSA CSS, LLC	FMCSA	MC-522544 – Interstate Common & Contract Carrier Passenger Authorities
	Colorado Public Utilities Commission	Intrastate Contract Carrier Permit No. B-9943, Docket No. 11A-353BP (limited to Shell Western E&P)
	Colorado Public Utilities Commission	Intrastate Contract Carrier Permit No. B-9908, Docket No. 08A-310BP (limited to rail crews and Union Pacific Railroad)
	Kansas Corporation Commission	KCC MCID No. 166751 Intrastate Passenger Authority, all points
	Washington Utilities and Transportation Commission	Intrastate Permit No. CH000345
CUSA ES, LLC	FMCSA	MC-463168 – Interstate Common & Contract Carrier Passenger Authorities
	Indiana Department of Revenue	Intrastate Passenger Authority Permit No. 1167664 (employees of Canadian Pacific Railway Co.)
	Nebraska Public Service Commission	Certificate on Application No. B-1683 - Intrastate commerce (contracts with BNSF Railway)
	Pennsylvania Public Utility Commission	Intrastate Contract Carrier Permit, Docket No. A-6210936
	City of Bismarck, ND	Taxi License
	City of Minot, ND	Taxi License